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Hongkong, 29th September, 1906.

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Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous communications that have already appeared in other papers will be inserted.
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BIRTHS.

On October 4th, at S.W. 10, the wife of J. C. A. Hertz, 1, M. 1st, of a daughter.
On October 6th, at Shanghai, the wife of Rev. ARTHUR JAMES WALKER, of a daughter.
On October 10th, at Mr. and Mrs. W. J. JAMESON, of Shanghai, a daughter.
On October 11th, at Shanghai, the wife of H. R. H. THOMAS, of a daughter.
On October 12th, at Stuttgart, the wife of Lieut. Commander H. M. S. PAUL, of a daughter.
At Shanghai, to Mr. and Mrs. J. BAXTER, a son.

MARRIAGES.

On October 10th, at Shanghai, MICHAEL JAMES THOMAS of Liverpool, to ELIZABETH HADLEY of Shanghai.
DEATHS.
On October 6th, at Shanghai, ANDREW MILLER, late Chief Engineer C.M.S.N. Co., aged 54 years.
On October 7th, at Shanghai, WILLIAM COWIE, M.B.M. Office of Works, aged 51 years.
On October 7th, at Shanghai, JAMES EDWARD BARTON, of Liverpool, aged 26 years.
On October 10th, at Hankow, the wife of H. E. GIBSON, of tetanus.

HONGKONG OFFICE: 10A, DES VEXES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 16TH, 1906.

Last May we drew attention to the very remarkable series of earthquake shocks, which beginning at Esmeraldas on the Pacific coast of Columbia close to the Equator, culminated on April 18th in the destructive earthquake that rendered San Francisco a heap of ruins. It is one of the features of these seismic phenomena that they are distinctly periodic, usually reaching a maximum during the winter season in our northern hemisphere, and fading to a minimum when the earth is at its aphelion. Of course exceptions occur, and it is also noticeable that many, if not most of the worst of these disturbances recorded in history, have happened during the summer months; but in earthquakes as in meteorological phenomena it is wise to recall the doggerel warning:—"Long threatened long last—Short notice, soon past." In most

cases these summer shakings have been preceded by a long series of preliminary quiverings; the first disturbance which has set the rest going in nearly every case being traceable to the period when the earth was in perihelion. As we showed in our reference to the San Francisco disaster, the indication of the disturbed condition of what we may call the "Pacific Girdle" was given on the 31st January at the equatorial crossing of the two lines, where our present Equator intersects both the Himalayan and the Pacific Girdles. Seismology has made some little progress since that disaster, as we shall see by a reference to the "Illustrated London News" of the 25th August last, where the two girdles to which we drew attention in our previous article are plainly drawn out, but curiously enough without any appreciation of their real importance as great circles. To this latter we shall refer lower down.

Meanwhile it is interesting to follow the reports of the Valparaiso shock. It would seem that two days before, the observatory at Santiago announced that some tremblings had occurred to the instruments there, showing that the state of unrest had not altogether terminated. It is of course in our present stage of knowledge absolutely impossible to predict an earthquake as we would predict a cyclone; we have, for instance, no means of judging whether the tremor is a precursor or the sequel of a disturbance, nor whether it is not only the effect of a slight local adjustment of subterranean conditions. Pretended earthquake prognostications except in the most general terms, must without present knowledge, be looked upon as worse than empiricism, in most cases the individual making them not having experience enough of the relation of cause and effect to justify his even living claim to the title of empiric. The day of the earthquake had been fine, in fact like any ordinary day at the season, and the shock came without warning. The written accounts state that the shock took place at about eight o'clock, but here there is a curious, apparent at least, discrepancy. In China, at Sincow, in England, at Professor Milne's private observatory, and at Washington the commencement of the shock was noted and calculating back the distance travelled by the seismic wave, the first shock must have occurred about 6.46 p.m. on the 16th August. The records are in curious agreement, and make the wave to have travelled at the rate of 4 miles per second, or very nearly 6½ kilometres. Shanghai is situated approximately at the antipode of Valparaiso, and the commencement of the vibrations was recorded at 7.19 p.m. Valparaiso time (8h. 19m. a.m. China Coast time); the length of the chord, here passing near the earth's centre is approximately 7,900 miles, and the time would be within a few seconds of 33 minutes, giving 6.46 p.m. as the approximate time of the actual shock. In south England the length of chord is approximately 6,450 miles and the time nearly 27 minutes; the Valparaiso time is given as 7.15 p.m. so the calculated time of commencement would be 6.48 p.m. At Washington the chord is approximately 4,850 miles, and the time of passage of the vibrations a little over 20 minutes. The time (Chile) recorded was 7.05 p.m. so the reduced time of actual occurrence would be 6.44 p.m. These are only the roughest of calculations, and given without knowledge of the exact time noted at Valparaiso itself, but the coincidence is at least curious.

Nor are the sequelae of this Valparaiso earthquake any less instructive than those of the early part of the year. In Chile itself the earth was in a practically continuous stage of vibration till the 20th August, and during this period the vibrations were distinctly felt in the Formosa Channel. The Pacific Girdle spoken of above actually fringes the west coast of Formosa, and we find on the 19th (18th in Chile), off the coast of Fukuoka, E. long. 118.14, the Kwangse steamship reporting a violent shock as having a little past six in the afternoon struck the ship. On the 20th an earthquake was reported at Lima on the same line as Valparaiso but 21 degrees of latitude further north. On the 29th southern Peru was shaken, while on the 2nd September San Juan, (Guatemala, 17° N. and also on the same line) also reported an earthquake. The early part of September was likewise marked by disturbances on this girdle, Valparaiso being again shaken on the 2nd, and on the 24th Sincow again reported a shock. Nor was the Himalaya girdle altogether omitted, for on August 19th we find seismic disturbances making themselves felt at the unfortunate island of Martinique, while in south Italy

we again hear of shocks in the first week of September. The latter portion of the year is, however, not so prolific in seismic disturbances as the first half; and more especially is this the case when they have rather to be classed as reflected, the main source of the earthquakes of the year having unquestionably to be placed in the Pacific girdle. Nearly one-half of this girdle really is submarine, and even here it includes several well known groups of volcanic islands. It is interesting notwithstanding to trace its general course. Leaving the South American coast somewhat about the mouth of the great La Plata, it passes close to South Georgia and the Sandwich group in the south Atlantic; thence by Bouvet I. it proceeds to Crozet, Kerguelen, and skirts the Amsterdam group, all of which are known to be volcanic. The next land it meets is Cocos, and from that it proceeds to Sumatra, where in the midst of volcanoes it crosses the Equator. None of these lands are inhabited, and are practically unexplored. The seas are moreover since trade has made a highway of the Red Sea, seldom visited by ships; and the southern part of the Indian Ocean is of late years almost deserted. Recent surveys have shown that much of the great circle line is marked by a series of shallow soundings, and that here as above water it marks a decided ridge. Unless an earthquake of sufficient intensity occur to be caught on the very distant seismographic instruments already existing in these southern regions, it is very unlikely that any other notice will be had of earthquakes or eruptions in these deserted regions; so that their not having been recorded is no evidence of their non-recurrence. Even in so often traversed a sea as that between Hongkong and Cebu, a serious volcanic disturbance may take place without leaving its record at the neighboring observatories. In February last the S.S. Lothian after her arrival at New York, reported that on her voyage she in this locality passed through fifty miles of boiling water, and that during the strange passage the ship took from stem to stern, "as if she had an ague." This, we may remark, was on this self-same Pacific Girdle. Not very long ago a similar experience was noticed in the neighbourhood of the Aleutians in the extreme northerly extension of the great circle.

Returning to Professor Milne's chart in the "Illustrated London News", we may notice that the line marked as "Libby's Circle", which it is correct as far as it passes through the land to the north of the Equator, fails in its southern section beneath the South Pacific. To account for earthquakes in the Tonga archipelago, it makes the line descend only to 20 S.L. The line should, of course, have descended to about 43 S.L. and this would have brought it through New Zealand, as well as Queensland, which Professor Milne himself marks as a region subject to disturbances. One or two other great circle lines of disturbance appear to exist in part, but these are of much more ancient geologic date, and have not been much in evidence in recent disturbances.

Our Japan letter appears on page 5.

A European case of diphtheria is notified in the Colony.

The German Mail of the 12th September was delivered in London on the 13th inst.

Germany contemplate increases in the Engineer Corps and Field Artillery.

Major-General Villiers Hutton & Mrs. Hutton reached Marseilles safely on September 9th.

Mr. & Mrs. May and children are booked to leave London on October 27th by the P. & O. steamer Nubia.

In the expedition to Cuba the Americans are embodying the lessons of the Russo-Japanese war, especially in testing the efficiency of the General Staff.

The relations between Turkey and Bulgaria are (Oct 5th) somewhat menacing. Bulgarian troops have assembled on the frontier and apparently intend to occupy Sushikoff.

The Anchor Colliery, in Pennsylvania, which took fire in 1893, was recently flooded in an attempt to extinguish the flames. It has now been pumped out (according to a Lefran's message), but found to be still burning.

A deputation of British Columbia legislators has waited upon Sir Wilfrid Laurier at Ottawa and urged upon him the necessity of excluding Hindus from landing in the colony, on the ground that they are "undesirables."

The German Consul-General has lodged a protest with the Australian Federal Government against the new duties which have been imposed. He has threatened that the German Government might adopt a policy of retaliation.

Despatches received in Berlin from Tientsin on September 11th stated that the British and French guards were to be reinforced immediately in consequence of the menacing anti-foreign agitation in China. Who could have sent them?

It is reported that the tug Robert Cooke has left for Cattle Peak to make another attempt to tow off the stranded steamer Kishan.

The Government of Cape Colony has prohibited the landing at the Gannu Islands of the treasure hunters on the Yacht Xema.

The Anti-American agitators in Mexico have instigated the native miners to hold demonstrations. Strikes have occurred at a number of places in consequence.

In proportion as the illness of the Sultan of Turkey becomes more critical, the general situation in the Balkans is getting worse. Pessimistic views are taken in Europe.

According to the Canton Daily News the directors of the mint have heretofore been very useful to Shun, and he has memorialized the throne asking for permission to take them to Yunnan. However, Chow-fu has telegraphed them to remain in Canton until his arrival.

The Yuet Han Railway Co. have reported to the Kwang Chow Prefect, that as they are busily engaged in railway work they have no time to devote to the bridge, says the Canton Daily News. This is taken to signify their willingness to allow the bridge to be constructed by other parties.

Two drafts of Royal Engineers have been prepared at Aldershot to join the companies at Hongkong and Singapore. Lieutenant R. M. Ranking and J. H. Dognid, Royal Army Medical Corps, stationed respectively at Hongkong and the Straits Settlements, have been promoted captains in their department.

A statement issued at Portsmouth of the result of the effort made in the Royal Navy among men of lower deck ratings on behalf of the Japanese Female Fund shows that £211. 19s. 4d. was raised, and that the old fourpence covered the expenditure. £211 1s has been forwarded to the Japanese Ambassador in London.

A Glasgow business house, says a home paper, has received a communication from Baghdad, Turkey, dated August 6, which states: "The European mail due here on July 20th has not reached Baghdad, as the post carrier's camel is said to have escaped whilst he was sleeping, and it is supposed it perished in the desert. Consequently the mail is lost."

It is reported from Peking that the Ministers of the Board of Education (Hsuehpu) have issued a circular note to the Chinese Representatives at the various capitals of Europe and America to prohibit Chinese students abroad from cutting off their queues without official permission. This will be a serious hindrance to those who desire to see a change after the Western mode.

Yesterday afternoon Mr. G. P. Lammert, auctioneer, offered for sale leasehold property registered in the Land Office as Island Lot No. 1,300 which has an area of 23,400 square feet. Numerous intending purchasers were present, but the bidding was slow and as the highest bid reached \$41,900, a price which did not satisfy the mortgagee, the property was withdrawn.

The Russian Ministry of Finance intends to submit to the Cabinet a proposal under which contractors, both Russian and foreign, will be invited to build, with share capital guaranteed by the Government, the Amur Railway from the station at Pokrovskaya, at the confluence of the Chikla and the Argun, to Khabarovsk. The first section, from Bristonak to Pokrovskaya, will be built at the expense of the Government.

A serious motor accident occurred in the Shanghai Maloo on October 11th. Mr. E. S. Little's motor came into collision with a ricksha near Homan Road. The occupant of the ricksha, a woman, was thrown out and severely injured. She was taken to the Shantung Road Hospital and thence to a Charitable Institute for native women in Barkill Road, where her injuries were found to be very serious and she was detained.

Representatives of Japanese spinning and manufacturing firms are now instituting inquiries in Lancashire respecting the adoption of electricity in cotton mills. Japan now possesses between 50 and 60 spinning mills containing nearly two millions of spindles, in addition to some 8,000 or 9,000 looms, employing many thousands of native operatives, and textile machinery makers in Lancashire have been busily engaged for some time past with the despatch of consignments of machinery to Japan.

Two items from the Times Marine Insurance Market report dated September 12th are of interest.—"The Carmania's very large gold shipment has been spread so widely over the London, Hamburg, and New York insurance markets that there has been less flurry than might have been expected. The putting forward of the last £600,000—making the total consignment well over two millions sterling—after the vessel had sailed caused some pressure to reinsure and as much as 2s. 6d. per cent., and even 3s. 4d. per cent., were paid by underwriters in order to reduce excessive losses. But during the greater part of to-day the rate for reinsurances was 2s. per cent., with no apparent anxiety on the part of underwriters to pay it. The largest amount previously insured here on gold in an Atlantic liner was £1,900,000, of which London carried practically the whole amount. Rates on the Pacific Mail steamers Manchuria fell to-day from 3s. 3d. to 2s. 3d. per cent. The salvage officer in charge hopes to float the vessel to-morrow or Friday."

The reported wounding by Russians of the Tartar-General of Heilungchiang, it seems, has been denied by the Waiwup, on the strength of a telegram from H.K. Cheng Tsh-chuan himself, who in reply to a dispatch from that Board has stated that he is un-injured in any way.

According to the "Asahi," the project for the establishment by the Mitsui Bishi Kaisha of a large dockyard at Wada Point is again taking shape. The Kaisha, it is said, contemplates the construction of a dockyard twice the size of that belonging to the Kawasaki Company.

The Gazette notifies that the King has been graciously pleased to appoint Harry English Fulford, Esq. C.M.G., to be His Majesty's Consul General for the Province of Shantung, to reside at Mukden; and George Domotius Pitzpiot, Esq., to be His Majesty's Consul at Chinkiang.

In the Lawn Tennis Match at the Shanghai Country Club Hongkong v. Shanghai all three matches were won by Shanghai:—Marshall and Wilson (Shanghai) beat Hancock and Norrie (Hongkong) 6-3, 7-5. Maclean and Middleton (Shanghai) beat Smith and Phelps (Hongkong) 6-1, 6-3. Dew and Moule (Shanghai) beat Turner and Woodward (Hongkong) 6-4, 6-1.

The rise of the dollar exchange to 2s. 3d. 16d. scarcely requires a special note, since every inhabitant of adult age probably knew all about it by this time. Greatly as it pleases those who are paid in local currency, it is otherwise regarded by the tradesmen of the Colony, who state that they have never experienced such bad times as they have lately done. Shopping bills are apparently being everywhere curtailed in order that larger amounts may be remitted home as savings.

A native contemporary states that the Chengwu-chu or Council of State Affairs has decided upon the regulations to be issued in regard to the abolition of opium smoking. They are that persons of sixty years of age and above will be allowed to continue the habit without let or hindrance, whilst all others under those holding the substantive post of the 1st and 2nd grades are to be coerced into giving up the habit on pain of forfeiture of retirement or summary dismissal from the public service. With regard to the masses, a leaf will be taken from the Japanese regulations in Formosa with reference to the same subject, and official bureaux for the sale of the drug will be opened in course of time.

One of the many generous acts of the late Mr. Louis Spitzel was to furnish the whole of the money necessary to carry out the scheme of the League of the Empire for providing students in all parts of the King's dominions with a graded series of Imperial text-books. The idea is not only to furnish the youth of the Empire with the best kind of books dealing with the history and resources of our world-wide possessions and the duties and privileges of citizenship, but also to establish a fund for the advancement of education throughout the Empire. Our colonies are joining heartily in the scheme, and a strong editorial committee has been formed, of which Professor Bury, Regius Professor of Modern History, Cambridge, is the chairman. Professor Pollard, who holds the Chair of Constitutional History at University College, London, has accepted the position of editor.

The following two telegrams are from the Japan Herald:—"The Daily Telegraph publishes particulars of a new Anglo-Russian agreement concerning Tibet, and asserts that Sir Edward Grey, the British Secretary of State for Foreign Affairs, communicated particulars of the negotiations to diplomatic circles in London some time ago. The chief feature of the Agreement, according to the "Telegraph," is that both Powers agree to remain neutral and not to interfere in Tibetan affairs. Further negotiations are said to be in progress concerning Persia, especially for a joint loan to that country. With the assistance of firms in German Africa, two steamship companies—the Chinese Coast Navigation Co., founded by Messrs. Messel & Co., of Hamburg, and the "Triton" Company, of Bremen, are about to amalgamate. The new combination will apply for employment of their vessels as Government transports to Africa and other German colonies, which the Woermann Line has up to the present dominated."

The Pall Mall Gazette remarks: "Those who are perhaps to be thankful for small mercies may be left to congratulate Sir Edward Grey upon his letter to the Associated Chambers of Chambers concerning Sir Robert Hart. It comes to this: the Chinese Government has given an 'assurance' that the appointment of Chinese officials over Sir Robert's head makes no change in the method of administering the Maritime Customs, and Sir Robert's Chinese chiefs have twice verbally told him to go on administering as before. They suggest that if he likes to circulate these instructions he is at liberty to do so, and 'in the circumstances' Sir Edward Grey thinks this the best solution; and Sir Robert Hart will accordingly put these verbal instructions on record in a circular and in despatches to the Revenue Council and the Wai-wu-Pu. 'In the circumstances,' no doubt, means given a British Government that is not prepared to compel China to take the obviously proper course—the substitution of an official Imperial decree for this casual leave to Sir Robert to send out his circular if it amuses him. It looks like a competition between the Chinese and British Governments in 'saying face'; and the Chinese are better experts at the game."

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE CHINA COMMAND.

GENERAL HATTON'S SUCCESSOR.

LONDON, October 15th.

Major-General Broadwood succeeds Major-General Villiers Hutton as General Officer Commanding in South China.

[General Robert George Broadwood, C.B., A.D.C. to His Majesty the King, has been commanding the Bloemfontein district since 1904. He served in the Dongola Expeditionary Force, 1893 (despatches, brevet of Lieut. Col., British medal, Khedive's medal with two clasps); Egyptian war, 1898, including Atbara (despatches), and Klartoum (despatches, Omani, British medal, three clasps to Khedive's medal, South Africa 1899-1901 (despatches, Queen's medal and six clasps, King's medal and two clasps). He was also commanding troops in Natal 1903-1904.]

NAVAL ECONOMIES.

LONDON, October 15th.

The Government's intention is announced of paying off eight battleships and four armoured cruisers; also of striking off the sea-going list eight battleships.

This is part of the programme of naval retrenchment.

THE EDUCATIONAL MUDDLE.

LONDON, October 15th.

The Government is going to appeal to the House of Lords against the West Riding judgment.

CIVIC VISITORS IN PARIS.

LONDON, October 15th.

The Lord Mayor and party received a most enthusiastic welcome in Paris.

OBITUARY.

LONDON, October 15th.

Sir Richard Tangye is dead, aged 73.

[Sir Richard Tangye, F.R.C.S., J.P., was head of the engineering firm of Tangye, which had branches at Birmingham, London, Johannesburg, Sydney and other cities.]

[REUTERS' SERVICE.]

THE NEWFOUNDLAND FISHERIES.

LONDON, October 15th.

The Newfoundland Cabinet has resolved to resist to the fullest extent of the law, the enforcement of the modus vivendi.

CHINESE IN SOUTH AFRICA.

LONDON, October 15th.

The *Courier* has sailed from Durban for Hongkong, with 1,647 repatriated Chinese, mostly composed of undesirable.

GERMANY.

LONDON, October 15th.

Prince Hohenzollern records a conversation with the Tsar at Peterhof in 1895 in which the Tsar referred to the tour in Japan, when an attempt was made on the life of the Tsarevich by a fanatic. He said in spite of the fear which I bear on the forehead, I have much sympathy with the Japanese, every thing I saw in Japan greatly impressed me, and I was struck by the great orderliness, activity, and intelligence of the population, but sympathy did not prevent me from acting against the Japanese when they sought to go too far.

[N.C. Daily News Service.]

CHINA NEGLECTS AN OPPORTUNITY.

TOKYO, October 7th.

The capital for the South Manchuria Railway Company has been over-subscribed, but eleven hundred shares allotted to China have not been taken up.

PRINCE ARTHUR'S VISIT RETURNED.

TOKYO, October 7th.

The *Asahi Nichi* states that General H.I.H. Prince Arima is to visit England next Spring to return the compliment paid to Japan by the visit of Prince Arthur of Connaught and the Garter Mission.

GERMANY'S TRAVELLING POLITICIANS.

TOKYO, October 8th.

The members of the Reichstag who are visiting the Far East arrived at Tokyo this morning. They will be received in audience by H.I.M. the Emperor on Friday.

The papers dwell on the probability of this visit resulting in the dissipation of misconceptions in regard to Japan, held in Germany.

REDUCTION OF THE JAPANESE GARRISONS.

TOKYO, October 10th.

It is reliably reported that Japan will recall half her garrisons from Manchuria and Korea.

THE CURRENCY IN MANCHURIA.

TOKYO, October 10th.

The silver mints of the three Eastern Provinces are to be incorporated in one mint at Mukden with the purpose of giving Manchuria a uniform coinage.

H.E. Chao Erh-sen, the Tartar General of Mukden is redeeming all the old notes prior to issuing a new series.

THE "HANKOW" DISASTER.

Little remains to add to our story of the dreadful catastrophe which took place in the early hours of Sunday when so many helpless people perished in the disaster which overtook the old but still popular *Hankow*. Dreadful as the results were, it is terrible to contemplate what would have happened had the cables which held the vessel melted under the force heat of the flames and the burning ship been carried by the westerly breeze among the shipping in the harbour. With the fire boat damaged by the typhoon, there would have been nothing available with which to follow her. That this disaster was a real one was early brought to the notice of the band of workers engaged in fighting the flames, and Chief Inspector Baker very wisely directed one or two of the less powerful hose on the cables, and prevented them from melting. What the heat was like may be gauged from the fact that even the nozzles of the hose were too warm to be held in the hand. It was also fortunate that the wind changed at the time it did, as it enabled the firemen to cope more effectively with the fire. Great commendation is due to the engine drivers, Sergeants Macdonald and Lee, both men keeping their engines going at full pressure from about three o'clock till after nine. When one engine broke down Mr. Lane, assistant engineer, speedily set it going again.

One Indian constable has the credit of saving no fewer than ten lives, while Mr. J. S. Ayles pluckily dived from the wharf and rescued several people from drowning.

Other bodies have been recovered, bringing the total up to 96, though it is certain that many more met their death during that awful stampede.

The two junks burned, one of which was previously mentioned, took fire while engaged in the work of rescue. When they saw the flames leaping above the deck of the *Hankow*, the masters of these two boats hastened to the assistance of their compatriots. One junk, after landing 100 passengers on the *Praya*, put back to the burning vessel for a second load, but when about 30 more had boarded her she lit up, and all had to jump overboard. The second junk rescued seven in her first trip, but shared the same fate as the first when she put off the second time, and again the terror-stricken passengers had to go over the side.

The *Hankow*—whose hull is intact, merely her superstructure being destroyed—was towed out beyond Chinwan where the debris was dumped overboard. She was then towed to Aberdeen Dock for re-fitting.

DOCK CARPENTERS ON STRIKE.

The labour difficulty at the Kowloon Dock is unchanged. It was expected that the carpenters would have resumed work by this time, but certain influence has apparently been brought to bear upon them with the result that they still remain on strike. A meeting of the employers concerned with shipbuilding was held last week with a view to arranging concerted action in dealing with the men. As the employees accepted the terms of the Chinese employers, to give an additional ten cents per day for two months, the desired arrangement was not effected. The Dock Company is in a different position, as the carpenters demand an extra twenty cents per diem. It is believed that the men have some organisation behind them, notwithstanding the fact that their old guild was broken up.

A FORTUNATE ESCAPE.

A blind Chinese woman had a miraculous escape in Queen's Road on Saturday afternoon. She was crossing the road and got in the front of an approaching car. Hearing the noise she quickened her pace to get off the track but the poor woman did not know that another car was coming in the opposite direction. The driver was of course unaware of the presence of the woman and could not pull up when he saw her suddenly appear in front. She was knocked down but was happily caught by the guard and carried in safety till the car stopped, though the sound of the wheels passing over her back and ankles led people to fear that a worse fate had happened her. She was much shaken but was uninjured.

TROUBLESOME INDIAN SOLDIERS.

The native soldiers stationed in Kowloon are not doing their best to rehabilitate themselves in the good opinion of the public. Following the charges of misconduct brought against them some little time past, when they were alleged to be guilty of mistreating Chinese, two of them are now said to have assailed a European living near a main road early on Sunday morning. The gentleman, who is very well known, was disturbed by hearing sounds at the rear of his house. Suspecting marauders, he went out and found two Indian soldiers on his premises. He ordered them away and when they refused he went to turn them out. Then they used the rifles which they were carrying. One of them attempted to strike him over the head but he guarded with his arm, which was badly hurt in consequence. What is being done in the matter is not known yet but it is not unlikely that the incident will be brought under the notice of the Governor.

How to be beautiful—Keep your complexion, Mrs. Ellen's Creme Chantant, Lash Charmant and Special Skin Tonic and Face Cream will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

SUPREME COURT.

Monday, October 16th.

IN SUMMARY JURISDICTION.
BEFORE MR. A. G. WISE (PUNISH JUDGE).

STUCK OUT.

The Chuen Hing firm sued Leung Tsun-tung and others to recover \$725.93 for goods sold and delivered by the plaintiffs to the Kung Sin firm.

Mr. P. B. Deacon (of Messrs. Deacon, Looker and Deacon) who appeared for the third defendant asked his Lordship to dismiss the action against him. The speaker had given notice to Mr. Harding, the plaintiff's solicitor, his Lordship suggested, and was informed that Mr. Harding was no longer instructed.

His Lordship—Mr. Harding's plaintiff all round?

Mr. Deacon—Yes, and he is not here.

His Lordship—Is anyone appearing for the other defendants?

Mr. Deacon—No. One is bankrupt and the other has not been served.

His Lordship—Well, I will strike the case out with costs, and they can fight it out among themselves.

CLAIM FOR BOARD.

Tsai Chik nam claimed from John Herd and Yung Sing-kin the sum of \$1,000 being balance of price agreed for board and lodgings of the first defendant from September 28th, 1905, to September 28th, 1906.

Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) appeared for the plaintiff, Mr. E. J. Grist (of Messrs. Wilkinson and Grist) for the first defendant, and Mr. E. P. Hott (of Messrs. Brutton and Hott) for the second defendant.

His Lordship said the first defendant could not be sued under the amendment in the writ.

Mr. Gardiner—I don't think I have released him by this amendment.

His Lordship—But I don't think you can sue him.

Mr. Gardiner—I will prove to your Lordship the agreement was that if the first defendant did not pay the second would.

Mr. Grist—He ought to sue on guarantee.

His Lordship—The only person you can sue on that writ is the second defendant. You cannot sue the first, as he has never promised to pay to or for I can see.

Mr. Gardiner—I am not pressing the case against the first defendant.

His Lordship—My own impression is that there must be judgment for the first defendant.

Mr. Gardiner—I don't mind.

His Lordship—Very well. Now, after eliminating the first, are you correct in your form of proceeding against the second?

Mr. Gardiner—I am suing on a promise made on September 28th, last year, at the time when Mr. Herd took up his quarters at the Stag Hotel.

His Lordship—Perhaps we had better go on with that.

Mr. Gardiner said Mr. Herd, the first defendant, was engaged by the Wong Yik Company under contract to come over here from British Columbia to superintend the construction of saw mills at Canton. He arrived over twelve months ago and had been here ever since without, he believed, receiving any remuneration although under his agreement he was to be paid \$40 a month. The second defendant, Mr. Gardiner understood, had an interest in the Wong Yik Company.

Mr. Hott—I understand that is not so.

Mr. Gardiner—The Wong Yik Company used the Man Yik Tong, of which the second defendant is owner, as its headquarters.

Mr. Herd has been staying at the Stag Hotel since his arrival on September 28th, 1905, and on the evening of that day the second defendant accompanied him to the hotel to engage his room.

His Lordship—Is the plaintiff the proprietor of the hotel?

Mr. Gardiner—Yes, my Lord.

Continuing, Mr. Gardiner said the arrangement was that \$100 should be paid for the room engaged, including board and lodgings. The No. 1 boy, who was present when the arrangement was made, said he did not know Mr. Herd, and would require a month's payment in advance. The second defendant said if the account was sent to the Man Yik Tong he would see that it was paid and he made an entry in the hotel book to the effect that he would hold himself liable. When Mr. Herd was asked for money he referred the hotel people to Man Yik Tong. The account was then submitted to that firm, and on October 31st the first month's board was paid. The second month's money was also paid, but after that, although the plaintiffs continually applied to the second defendant they had never received a payment.

When evidence in support of the plaintiff's case had concluded Mr. Hott said it was true that his client accompanied the first defendant to the Stag Hotel on his arrival in the Colony. The question was then raised as to payment and the second defendant told the hotel proprietor that if he would forward the accounts to him at the Man Yik Tong he would remit them to Canton and pay when he received the money.

When the second defendant was pressed by the manager of the Stag Hotel for a third instalment he told the sheriff that he was not going to accept any more responsibility, and to make himself doubly sure on that head, he wrote a letter to that effect to the proprietor of the Stag Hotel on the same day. The chit book in which that letter was sent was signed by the manager of the hotel. Mr. Hott had paid the sum of \$37, the amount his client admitted owing, into Court.

After Mr. Lobo, manager of the hotel, got into the box and swore that he had received the letter which plaintiff denied receiving.

His Lordship asked—Do you think you can carry on much farther, Mr. Gardiner?

Mr. Gardiner—I don't think I can, your Lordship, but as the arrangements were monthly, I submit that the second defendant is liable for a month's board.

His Lordship did not agree and gave judgment for the amount paid into Court with costs up to the time of payment in.

Mr. Gardiner—I don't think I can, your Lordship, but as the arrangements were monthly, I submit that the second defendant is liable for a month's board.

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THE VOLUNTEER CAMP.

Those who believe that the Camp merely stands for a good time to the men who attend would be distressed of that opinion were they to see the Volunteers at work. Then they would know something of the strenuous life as it is lived at Stonecutters. Visitors are of course familiar with the lighter side of the "soldiering". They only see the men when they are enjoying their relaxation.

Yesterday for instance was a busy day. Brought to the guns at six o'clock in the morning, the Volunteers were put through their paces with a rigour that quickly discovered those who were not in form, and many breathed a sigh of relief when the considerate Commandant passed the word to "slack off" a bit and give the men an opportunity of learning the mechanism of the guns.

Breakfast over saw most returning to Hongkong for business, but those who remained were not allowed to be idle. They were occupied in learning gun laying. When a considerable number had returned in the afternoon, gun drill, quite as exacting as before, was engaged in, and those who were not for guard duty, set down to dinner with keen appetites. A little recreation followed, and the majority sought that repose, which hard work and bracing air had awakened. True, a few of the more rollicking spirits did not take things quite so quietly, but still the camp maintains its character for orderliness and general good conduct.

It should be added that the engineers are again doing excellent work by keeping the encampment illuminated by electric light.

DISCIPLINE AT SEA.

The new Board of Trade instructions permitting the interference of an official of a Trades Union in wages disputes between a Master and his seamen which in the past have been arbitrated upon by the Superintendent of the Mercantile Marine Office alone, have excited widespread indignation in shipping circles. The Merchant Service Guild as representing over 10,000 Captains and Officers of Merchant ships have protested most strongly against this proposal, holding that there is the least necessity for such a step owing to the fact that in the past the Superintendents of Mercantile Marine Offices have usually been unduly biased in favour of the seamen. It now appears that the Local Marine Board of Aberdeen have adopted a resolution declining under the authority given to them under the Merchant Shipping Act, to authorise its being carried out at that port. The London Local Marine Board have also resolved to acquiesce in the President of the Board of Trade that the matter is within the statutory jurisdiction of the Local Marine Boards and not of the Board of Trade. In forwarding a copy of the resolution of the Aberdeen Local Marine Board to the other Local Marine Boards in the United Kingdom urging them to take similar action, the Guild regard the proposal of the Board of Trade as a most mischievous and dangerous one. They state that there is already a woeful amount of insubordination in the Merchant Service which is not only inimical to the interests of the Merchant Service, but to the safety of life at sea. Unless some very firm action is taken by the different authorities the Guild is of opinion that more deplorable results are certain to arise. They trust that they may have the invaluable co-operation of the other Local Marine Boards in checking what they characterise as another step in the direction of stopping any semblance of discipline at sea, without which it will be impossible to run our ships in the future. It may be added that the Local Marine Boards of Cardiff and Newcastle-on-Tyne have adopted resolutions similar to that of the Aberdeen Board.

DEATH OF MR. WILLIAM COWAN.

We regret to record the death of Mr. William Cowan, architect and surveyor, in charge of H. M. Office of Works in China, Japan and Corea, at the Shanghai General Hospital on October 7th. Mr. Cowan, who was fifty-one years of age, entered the public service in 1878, and held several important positions in the department in England. He went to Shanghai to take charge of the interests of H. M. Office of Works in China, Japan and Korea in 1896. His duties necessitated a good deal of travelling in the countries mentioned, and he arrived in Peking in time to be detained by the siege of 1900. Mr. Cowan was a Freemason and a kind-hearted and popular man. He had many friends throughout the Far East, who will deplore the loss of a sympathetic and genial acquaintance. The cause of death was dysentery with complications, and he had only been indisposed for about a week.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 16th at 11.55 a.m.—Barometric changes are slight.

The area of high pressure is still lying over S. Japan, and the lowest pressure is over the middle part of the China Sea and the Pacific towards the S. of the Loochees.

Fresh monsoon is indicated in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood N.E. winds, fresh; fair.

Formosa Channel S.W. breeze, S.W. 1.

South coast of China between Hongkong and Lamooka S.W. breeze, S.W. 1.

South coast of China between Hongkong and Hainan S.W. breeze, S.W. 1.

THE CAPTURE OF YAH KA-DEE.

The *N.-C. Daily News* of Oct. 10th says:—This notorious ruffian, escorted by soldiers of the 8th Essex Corps, under their "reformed" officers, Lin and Choo, arrived in Shanghai on Monday, and was at once taken to the Tientsin's prison. H. E. Jui Ching ordered Yuh Ka-dee to be loaded with an extra pair of handcuffs and leg-irons to make things sure and to be confined for safety in the innermost section of the Shanghai Magistrate's prison, where a strong guard was detailed to patrol the premises with orders to shoot down any one who attempted to communicate with the prisoner. There are several versions as to how Yuh Ka-dee was captured which we need not enter into at present, the main fact being that the man is really a prisoner and confined in the Shanghai Magistrate's prison.

At his "trial" yesterday, when asked by the Magistrate why he was such a scoundrel and had committed so many murders, Yuh Ka-dee replied that he was now a poor man and deserted by his friends. He had committed no murders. The crime laid to his charge were committed by ruffians who, to save themselves, alleged that he (Yuh Ka-dee) had committed the crimes. A special messenger has been sent to the Viceroy at Nanking to ask permission that Yuh Ka-dee may be immediately executed, to forestall any attempt at rescue. As the prisoner is chained hand and foot closely to a bamboo pole, so that he is unable to bend his body, there is little probability of escape or rescue. The reply from the Viceroy at Nanking is expected to reach here in two days' time, and the execution will take place immediately if permission is given.

Yuh Ka-dee, alias Choo Ah-tien, was arrested at Haimen, near South Tungchow, by Lin Teh-sheng, a lieutenant in the Fokien battalion of the Taini Lahu Lake Salt Excise Corps. This Lin Teh-sheng is a "reformed" salt smuggler, who at first was badly wanted by the authorities and who, finding the law was in imminent danger of capture, gave out that he had "repented" and wished to join his former enemies of the Salt Excise, showing the sincerity of his desire by offering to deliver up to the authorities a certain Tung Hoi-tsing, a notorious chief of the salt smugglers and a former comrade. This was about five years ago. The authorities accepted the offer and Tung Hoi-tsing was in due time betrayed to them by the "reformed" smuggler. In the case of Yuh Ka-dee, with the \$3,000 reward on his head, the man was invited the other day by Lin Teh-sheng to meet him at South Tungchow, with the assurance that he (Lin) would protect him against arrest if he (Yuh) would "reform" and join the battalion in some sort of character. This was of course a lure to inveigle Yuh Ka-dee into his (Lin's) hands, so as to enable him to gain the \$3,000 reward. As it turned out Yuh Ka-dee walked into the trap, went to South Tungchow, where he was met by a number of "friendly" men, and was taken to Lin Teh-sheng's house. Arrived there Yuh was well treated by Lin Teh-sheng's men, but of course was not allowed to go away again. All this time Yuh had no suspicion of his intended betrayal. As soon as Lin Teh-sheng was informed of the success of his stratagem he left South Tungchow at once for Tungchow and welcomed Yuh into the fold. Lin then proceeded with Yuh to give him to South Tungchow to the Governor, H. E. Choo Kuei-ling, and bag for the latter's kind protection. This Yuh Ka-dee did not, it is, perhaps, needless to say that he never had the chance of seeing the Governor. We now understand that the Shanghai Tientsin has sent the chief of his police to South Tungchow to bring Yuh Ka-dee to Shanghai for trial.—*N.-C. Daily News*.

GERMAN STEAMSHIP CAPITAL.

ANOTHER ISSUE.

Following on the announcement that the Hamburg-America Company propose to increase their capital by £1,000,000 comes the intimation that the Norddeutscher Lloyd Company contemplate an addition to their capital of £1,250,000. The case is not one of imitation merely. It is said, indeed, that the Norddeutscher Lloyd directors met before the Hamburg-America Company's proposal was known, but found that they had not a quorum and consequently the meeting was postponed for eight days. In the meantime the Hamburg-America Company had decided on their increase of capital, and it is regarded as a case of two companies desiring to forestall another, though these two issues, coming practically together, have naturally created for the time being a temporary depression in the market for German steamship shares. The present capital of the Norddeutscher Lloyd is £5,000,000 and it has Debenture issues representing £2,750,000. The rapid development of the Norddeutscher Lloyd service doubtless justifies the new issue. For their fast Atlantic traffic from Bremen to New York the company are shortly putting on another swift steamer of the same type as the Kaiser Wilhelm II., to be named the Kronprinzessin Cecilie. This will make four vessels of this class, and the company will be able to maintain a regular weekly service with steamers of an average speed of 22 knots or more. In other directions the company have made some striking developments in the Mediterranean, establishing new services from Marseilles to Alexandria, via Naples, and between Genoa and the Levant. In other directions the company have made some striking developments in the Mediterranean, establishing new services from Marseilles to Alexandria, via Naples, and between Genoa and the Levant. In other directions the company have made some striking developments in the Mediterranean, establishing new services from Marseilles to Alexandria, via Naples, and between Genoa and the Levant.

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PHOTO SUPPLIES

DEVELOPING AND PRINTING FOR AMATEURS UNDERTAKEN.

ENLARGEMENT A SPECIALITY.

LONG HING & CO.

No. 17, QUEEN'S ROAD.

135

THE TOAST OF THE EVENING OR AT ANY OTHER TIME SHOULD

BE DRUNK ONLY IN

MOET & CHANDON'S
"DRY IMPERIAL."

PER CASE 12 BOTTLES

\$55.00

PER CASE 24

\$57.00

As Supplied to Royal Households, Embassies, Leading Clubs, and Hotels throughout the World.

SOLE AGENTS:

H. PRICE & CO.,

TELEPHONE No. 135.

WINE MERCHANTS,

33

12, QUEEN'S ROAD CENTRAL.

THE LIABILITY OF COMPANY

DIRECTORS.

THE LAW IN JAPAN.

A new precedent has been established by a decision of the Supreme Court as to the liability of directors of a limited company for damage arising from negligence in the management of the company's business. The case on which the decision was given, says the *Japan Herald*, was briefly as follows:—Some months ago the 15th Bank of Shantung allowed a loan of twenty thousand yen to a cloth merchant of Tokyo on the security of a warehouse certificate issued by the Nisui Warehousing Co. It was subsequently discovered that the cases of cloth mentioned in the certificate only contained a quantity of waste-paper instead of the article described. The cloth merchant was, of course, punished for fraud. The Warehousing Company was also sued by the bank for damages, and the directors were subsequently sued by the company for damages. The action was dismissed in the lower Courts, and against this decision an appeal was lodged with the Supreme Court. The Supreme Court quashed the decision of the lower court and transferred the case to the Tokyo Appeal Court for re-trial. The reason given in the decision of the Supreme Court was that a Company (habitually) possessed a fictitious personality created by law, and the Civil and Commercial Codes explicitly provided that the directors of the company were to be held responsible for damage done to a third person through their negligence in the transaction of the company's business. In this connection it is stated that the views of the Supreme Court are supported by Mr. Haru and Mr. Uzuwa, Tokyo barristers, who are regarded as good authorities on jurisprudence. The exposition of the barriers of the principle embodied in the decision comprises the following points:—

1.—Persons sustaining damage through the negligence of directors of a company may sue either the company or the directors thereof for damages.

2.—When a company has paid damages to a third party for a similar cause the company may demand the directors thereof to make good the damage suffered by the company.

THE CONTROL OF THE CUSTOMS.

While the Customs controversy has been raging excitedly for the past three months, the Inspector-General himself has maintained an admirable, but somewhat trying, silence. By virtue of his position he has felt it impossible, not only to make any statement, and the only indication of his attitude in the matter was derivable from the fact that all rumours to the contrary notwithstanding, he has not resigned. We have it, however, on good authority that Sir Robert Hart has now taken steps to reassume the foreign members of the Customs and has given them then complete authority to understand that their position and his own has not been altered by the appointment of Directors-general. He asks them to pay no heed to statements to the contrary. It would appear, therefore, that the pressure brought to bear by the British Minister backed by the protests of the China Association and other representative bodies, has had its effect, and that the public mind is to have a statement or a decree direct from the highest authorities in Peking, which could be quoted as an official repudiation of any sinister intentions in the promulgation of the new famous decree appointing their Excellencies Tang Shao-yi and Tsch Liang.—*N.-C. Daily News*.

THE CHURCH IN CHINA.

At the request of the Dean, and through the medium of "Cathedral Notes," [Shanghai] Bishop Moule has made a statement concerning his resignation as follows:—"With regard to the Bishop's intended resignation, the announcement of which has been received by some kind friends with regret, the Bishop advanced age, nearly seventy-nine—together with sensibly diminished ability for either the travelling or correspondence which his duties involve, led him to consult the Secretaries of the Church, Missionary Society on the subject some fifteen months ago. From the end of last year, these infirmities seemed so much on the increase that he communicated to the Archbishop of Canterbury his wish to resign his office, if possible, on the 31st of December next. The Archbishop has given his approval, but he has not yet sent the legal documents necessary to complete the transaction. Meantime the very severe loss sustained by our Church in China, through the untimely removal of Bishop Moule, has led him to communicate to the Secretaries of the C.M.S., who are, together with others, usually consulted by the Archbishop, with regard to appointments to vacant Missionary Sees, his willingness to suspend his resignation for the present if it seems to them desirable under the circumstances. With grateful recognition of the sympathy of many friends, the Bishop earnestly requests all his fellow churchmen to, help him, with their prayers, and also earnestly to entrust God's merciful guidance for our Archbishop in the choice of a worthy successor to his ever to be lamented friend and fellow-labourer, Bishop Moore.

BABY BOY'S HEAD
RAW WITH HUMOR

Running Eczema From Birth—Head Raw—Face Sickening Sight—It Wore Him to a Shadow—Tried Remedies and Two Doctors—People Said, "How Can You Wish Him to Live?"

MARVELOUS CURE BY
CUTICURA REMEDIES

"My husband and I thought you would like to know what the Cuticura Remedies have done for our baby boy. He had running eczema from birth. It developed itself after the first month. The poor little fellow's head was quite raw, his face was a sickening sight and the dreadful humours would soak his pillow through in a single night. It was worse to a shadow. People who saw him said, 'How can you wish him to live?' Two doctors saw him; one recommended Cuticura Remedies, but could do little else for him, for it was so obstinate. We tried several remedies, in fact everything we could think of and was told of. At last we got Cuticura Ointment, and together with the Cuticura Soap the result was marvelous, for I have not finished one box of Cuticura and his skin is now perfectly clear. It has all dried up and his hair is growing wonderfully, and instead of sleep

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, CODES A.B.C., 5th E.A. LIEBES.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

WE have Established Ourselves, To-day under the Firm Name **ULDERUP & SCHLUTER**, Hongkong, as GENERAL MERCHANTS and ENGINEERING AGENTS.

T. P. ULDERUP, C. SCHLUTER.
Office 1 & 2, Beaconsfield Arcade,
Hongkong, 15th October, 1906. [1919]



NOTICE.

PARTIAL CLOSING OF BOWEN ROAD.

IT IS HEREBY NOTIFIED that, on account of repairs to the Tylton Conduit, Bowen Road will be CLOSED to all except foot traffic, from the 16th to the 21st instant inclusive, between Wandai Gap Road and the Road to Tylton.

W. CHATHAM,
Director of Public Works.
Public Works Department,
Hongkong, 15th October, 1906. [1620]

TO LET.

ONE GODOWN at East Point close to the Water suitable for the storage of any Cargo.

Floor Area 6,100 square feet.

Apply to—
JARDINE, MATHESON & CO.
Hongkong, 15th October, 1906. [1822]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMBANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 4 p.m. the 16th inst. will be landed at Consignees' risk and expense. Claims for rain damage to Cargo landed into Godown at Consignees' expense, will not be entertained.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO.**
General Managers.
Hongkong, 15th October, 1906. [18]

S.S. "AUSTRALIAN,"
COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Bayard*, from Bordeaux ex s.s. *Ville de Mayenne*, in connection with above steamers are hereby informed that their Goods, which are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Monday, the 22nd Oct., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd Oct., or they will not be recognised.

All damaged packages will be examined on Monday, the 22nd Oct., at 3 p.m.

No Fire Insurance has been effected.

G. de CHAMPEAUX,
Agent.
Hongkong, 15th October, 1906. [12]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT
is now ready and contains:

- Leading Articles:—
- The New All-British Mail Service.
- Indian Police in China.
- Two Chinese Sensations.
- British Trade in Korea.
- The Englishman's Matassa.
- Safety of River Steamer Passengers.
- The Kaitungfu Jews.
- Hongkong Legislative Council.
- St. Andrew's Church, Kowloon.
- European Police Despatches.
- Supreme Court.
- Services Charge Against Prison Warden.
- Hongkong Corinthian Yacht Club.
- Dock Corporation's Strike.
- Steam Across the Harbour.
- Typhoon News.
- Hongkong Typhoon Relief Fund.
- The Hongkong Typhoon.
- Canton.
- Macao.
- Portuguese General Disenjoins Macao Steamer.
- On the Kowloon-Canton Railway.
- Hongkong's Maritime Losses.
- Intercept Rifle Match.
- The Interceptor Match.
- Sensational Jewel Robbery at Shanghai.
- Another Kwangtung Murder.
- S.S. "Hankow" on Fire.
- Powell & Co., Ltd.
- Public Companies and Hongkong.
- The Late Bishop Hoare.
- The Police Trouble at Shanghai.
- Fracas at Shanghai.
- Customs Question Settled.
- South Manchuria Development Co.
- Miscellaneous.
- Shipping.

Extra copies 30 cents each, Cash.
Copies can be posted from the Office to addressees sent, including postage 34 cents each, or \$1 Cash for three copies.
Subscription: \$12 per Annum, payable in advance; postage \$2.
Hongkong, 16th October, 1906.

NEW ADVERTISEMENT

SPORTING CARTRIDGES.

A STOCK OF ELEY'S always on hand.

YICK CHEUNG,
Gunsmith,
326, Queen's Road, Central
Hongkong, 16th October, 1906. [1921]

INTIMATIONS

NOTICE.

THE OFFICES of the Undersigned have this day been REMOVED to No. 6, ICE HOUSE STREET.

TATA & CO.,
Hongkong, 15th October, 1906. [1918]

NOTICE.

NEW KINGSCLEIRE will be Opened as a PRIVATE HOTEL on December 1st next. Plans of the above House together with all Particulars can be seen any day between 2 p.m. and 7 p.m. on and after the 22nd instant.

Apply—
Mrs. G. SACHSE,
St. George's House,
Hongkong, 15th October, 1906. [1917]



NOTIFICATION.

BRITISH SUBJECTS who have left behind immovable property within the Jurisdiction of the GOVERNOR GENERAL OF KWANTUNG are hereby informed that applications for the establishment of their Rights in connection with such property may be made in writing to the JAPANESE FOREIGN OFFICE through the medium of H.B.M. AMBASSADOR at Tokyo.

All applications are to be accompanied by documentary proof giving a list of the property, its nature, quantity, and value, and the date of acquisition. The application should be in Japanese, but when absolutely necessary, it may be made out in English or French.

R. W. MANSFIELD,
H.B.M. Consulate-General,
Canton, 11th October, 1906. [1919]

HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under—

On MONDAY, the 22nd October—
From Stonecutters' Island, North shore, in a North-Westerly direction, at ranges up to 4,000 yards, commencing at 6 a.m., and finishing at 8 a.m.

On SATURDAY, the 27th October—
From Stonecutters' Island, North shore, in a North-Westerly direction, at ranges up to 4,000 yards, commencing at 2.30 p.m., and finishing at 5 p.m.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All Ships, Junks and other vessels are to keep clear of the ranges.

E. JONES,
Assistant Harbour Master, &c.
Hongkong, 9th October, 1906. [1896]

SANITARY BOARD OFFICE,
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Central Division of the City of Victoria, and the Western Division of Kowloon, occupied by members of more than one family must be CLEANSED and LIMED-WASHED THROUGHOUT by the owner during the months of September and October, N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircases, all cubicle partitions, stair-casings and stair linings, all ceilings and the undersides of roofs, both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carred, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Central Division of the City lies between Gilman Street and Peel Street, on the East and Tank Lane and Cleverly Street, on the West. Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yau-mutai Reservoir to the Northern boundary of Kowloon.

G. A. WOODCOCK,
Secretary.
Dated this 2nd day of October, 1906. [1897]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.:

- Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.
- Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invites the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary.
Hongkong, 7th July, 1906. [1891]

INTIMATIONS

A SPECIAL SALE.

ITALIAN CONVENT
on behalf of the
POOR ORPHANS
On the 18th, 19th and 20th October, at 2 p.m.

OF LADIES' and CHILDREN'S UNDER-CLOTHING, DRESSES, &c.; with LAURE and EMBROIDERY made by the inmates of the Convent, as well as other Ornamental Articles.

The Articles will be all priced.

The Superintress hopes to receive a large share of the public patronage and acknowledges the many proofs she had had of their Kindness and Charity.

ITALIAN CONVENT,
23, Colne Road,
Hongkong, 15th October, 1906. [1915]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY MEETING of Shareholders will be held at the Offices of the Undersigned at 12 o'clock (Noon) on SATURDAY, the 20th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 29th instant, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
Canton Insurance Office, Ltd.
Hongkong, 3rd October, 1906. [1843]

AUCTION
PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. BARNES-LAWRENCE, to Sell by Public Auction,

TO-DAY (TUESDAY)
the 16th October, 1906, at 2.30 p.m., within her Residence, the "CHALICE," Peak,

THE WHOLE OF HER VALUABLE HOUSEHOLD FURNITURE,
THREEIN CONTAINED:
Comprising—TASTEFULLY COVERED EASY CHAIRS, OVERMANTLED with BEVELED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD and DINNER WAGON with BEVELED GLASS, GLASS CROCKERY and E.P. WARE, SINGLE IRON BEDSTEAD with WICK and HAIR MATTRESSES, TEAKWOOD WARDROBES with BEVELED GLASS, BUREAU, CHEST-OF-DRAWERS, &c., &c., &c.

One COTTAGE PIANO by E. KRAUS, Stuttgart.
And
A large quantity of BOOKS.
Catalogues will be issued.
TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th October, 1906. [1916]

INSURANCES

NORTH BRITISH AND MERICAN FIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1905 £17,871,119.

1. AUTHORIZED CAPITAL, £1,000,000
2. SUBSCRIBED CAPITAL, 2,750,000
PAID-UP CAPITAL, 687,500 0 0
IT. FIRE FUNDS, 3,885,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIRWANT TOMES & CO.,
Agents.
Hongkong, 11th July, 1906. [1349]

AACHEN and MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 311

THE GLOBUS INSURANCE COMPANY, OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO.,
Agents.
Hongkong, 13th August, 1906. [1585]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & A.
Hongkong, 1st January, 1904. 24

TO LET

"DURBAR HOUSE" in GRANVILLE ROAD, Kowloon. Moderate Rental.

Apply to—
SPANISH PROCUATION,
Hongkong, 11th October, 1906. [1892]

OFFICES in King's Building and York Building.

A HOUSE in Wong Nei Chong ROAD, GODOWNS in PRATA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RYON TERRACE, FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st March, 1906. [1524]

150, MAGAZINE GAP, PEAK. A Five-Roomed House, Low Rental.

A FOUR-ROOMED HOUSE in HUI PHRENS AVENUE, Kowloon, Well-Furnished.

Apply to—
AHMED RUMJAHN,
2, Padder Street,
Hongkong, 8th October, 1906. [1873]

TO LET

TO LET.

2ND FLOOR No. 12, Queen's Road Central.

Apply to—
LEIGH & ORANGE,
1, Des Vaux Road,
Hongkong, 1st June, 1906. 501

TO LET.

"IRANEE BUNGALOW," Kimberley Road, Kowloon. Tennis Court attached.

Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street,
Hongkong, 14th July, 1906. [1414]

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 3rd June, 1906. [180]

TO LET OR FOR SALE.

BISHOP'S LODGE, PEAK.

Apply to—
LINSTEAD & DAVIS,
Hongkong, 26th September, 1906. [11792]

TO LET.

"THE ACACIAS" and "THE GROVE," having 26 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon.

Well ventilated, with Electric Lights and Bells completely installed.

Apply to—
E. M. HAZELAND,
No. 35, Queen's Road Central,
WING-ON, Contractor,
No. 34, D'Aguiar Street,
Hongkong, 19th July, 1906. [1436]

TO LET.

HOUSES in GRANVILLE and AUSTIN AVENUE, Kowloon.

FLATS in ROBINSON ROAD, Kowloon, Possession from 1st November.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.,
Agents.
Hongkong, 25th September, 1906. [390]

TO LET.

TWO ROOMS on the Ground Floor of the Annex, from date; suitable for Offices.

Anyone disposed to offer for the same please apply to—
C. H. GRACE,
Secretary.
Hongkong, 28th May, 1906. [1156]

TO LET.

A HOUSE in KNUITSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 1st August, 1906. [179]

TO LET.

NEW EUROPEAN HOUSES in Humphreys Avenue and Carnarvon Villas, Kowloon.

Apply to—
HEWAN & Co.,
15 & 16 Connaught Road, West,
Hongkong, 1st August, 1906. [1506]

TO LET.

"BROOKHURST" PEAK, Newly Painted and Colour-washed, with use of Tennis Court, contains 6 Rooms. Splendid site and well suited for a Bachelor's Mess.

No. 3, CAMERON VILLAS, PEAK.
No. 7, DES VEAUX VILLAS, PEAK.
No. 3, ARBUTHNOT ROAD, Central Locality.

No. 2, DES VEAUX VILLAS, PEAK. Newly repaired, Painted and Colour-washed.

No. 2, CONDUIT ROAD. ROOMS, on 1st and Top Floors, BEACONSFIELD ARCADE, (Cheap Rentals).

No. 57, PRAYA GRANDE, MACAO. FIVE ROOMS on Top Floor of 15, Queen's Road Central (over Caldwell, Macgregor's).

HOUSES on the ROBINSON ROAD Level, Cheap Rentals.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 24th July, 1906. [1193]

TO LET.

EUROPEAN SHOPS, OFFICES and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vaux Road Central formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—
HO TUNG,
Compradore Department,
Jardine, Matheson & Co.
Hongkong, 27th September, 1906. [11798]

TO LET.

NO. 8, KNUITSFORD TERRACE, Kowloon. Furnished or Unfurnished. Immediate possession.

Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LD.,
Hongkong, 3rd October, 1906. [1844]

TO LET.

NO. 13, GAGE STREET, 8-Roomed House, with a Godown.

Apply to—
E. A. & C. F. DE CARVALHO,
14, Arbuthnot Road,
Hongkong, 13th June, 1906. [1270]

TO BE LET OR SOLD.

With Immediate Possession—in Wandai Road.

GODOWN, Built of Brick with Tiled Roof, just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to—
"K,"
Care of "Daily Press" Office.
Hongkong, 30th May, 1906. [1177]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL, £1,500,000
SUBSCRIBED CAPITAL, 1,125,000
PAID-UP CAPITAL, 562,500
RESERVE FUND, 135,900

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance.

On Fixed Deposits—
For 12 months, 4 1/2 per annum.
" 6 " 4 per annum.
" 3 " 3 1/2 per annum.
" 1 " 3 per annum.

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL, £10,000,000
RESERVE FUND, £10,000,000
SILVER RESERVE, £20,250,000
RESERVE LIABILITY OF PROP'ORS, £10,000,000

COURT OF DIRECTORS.
A. HART, Esq., Chairman.
G. H. MEDHURST, Esq., Deputy Chairman.
G. Dalbeck, Esq., J. Raymond, Esq.,
E. Goetz, Esq., R. Shewan, Esq.,
Hon. Mr. W. J. Gresson, N. A. Siebe, Esq.,
C. R. Lehmann, Esq., H. E. Tomkins, Esq.,
D. M. Nissim, Esq.

CHIEF MANAGER—
Hongkong—J. B. M. SMITH

ACTING MANAGER—
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per Cent. per Annum on the daily balance.

On Fixed Deposits.
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 1/2 per cent. per Annum.

H. E. R. HUNTER,
Acting Chief Manager.
Hongkong, 17th September, 1906. [23]

DEUTSCHE-ASIATISCHE BANK.

CAPITAL FULLY PAID UP, 34,750,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Canton, Hankow, Tientsin, Peking, Yunnan, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers—
KONIGLICHE SAKHANDELUNG (PREUSSISCHE STAATSBANK) Berlin.
DIETSCHE DISCONTO-GESELLSCHAFT.
DEUTSCHE BANK.
B. BLEICHROEDER.
REUTEMANN, HANDELS-GESELLSCHAFT.
BANK FUER HANDEL UND INDUSTRIE.
ROBERT WARSHAUER & CO.
MAYERSON & Co.
M. A. VON ROTHSCHILD & SOHN.
JACOB S. H. STERN.
NORDDEUTSCHE BANK IN HAMBURG, Hamburg.
SAL. OPPENHEIM, JR. & Co., Koeln.
HAYKISCHE HYPOTHEKEN-UND WECHSELBANK, MUNCHEN.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SON.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIETSCHE DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Accounts, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.
Hongkong, 4th October, 1906. [27]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Notes may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

H. E. R. HUNTER,
Acting Chief Manager,
Hongkong, 30th May, 1906. [24]

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

</

NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. To-morrow morning.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 16th Oct., at 9.30 A.M.

All Claims must reach us before the 22nd Oct., or they will not be recognized.

No Fire Insurance will be counter-signed by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 8th October, 1906. [15]

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP AND LONDON.

THE Steamship

"FLINTSHIRE"
Captain G. C. Cuddy, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 16th Oct., at 9.30 A.M.

No Fire Insurance will be counter-signed by the undersigned.

THE EAST ASIATIC COMPANY, LIMITED, OF COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"SIAM"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday, the 16th inst., at 9.30 A.M.

All Claims must reach us before the 24th inst., or they will not be recognized.

No Fire Insurance will be counter-signed by the undersigned.

THE EAST ASIATIC CO., LTD., MELCHERS & CO., Agents.

Hongkong, 13th October, 1906. [1357]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE

WEEK DAYS

7.00 a.m. to 9.30 a.m. Every 10 minutes

9.30 a.m. to 11.00 a.m. Every 10 minutes

11.00 a.m. to 12.45 p.m. Every 10 minutes

12.45 p.m. to 1.15 p.m. Every 10 minutes

1.15 p.m. to 1.45 p.m. Every 10 minutes

1.45 p.m. to 2.15 p.m. Every 10 minutes

2.15 p.m. to 2.45 p.m. Every 10 minutes

2.45 p.m. to 3.00 p.m. Every 10 minutes

3.00 p.m. to 3.30 p.m. Every 10 minutes

3.30 p.m. to 4.00 p.m. Every 10 minutes

4.00 p.m. to 4.30 p.m. Every 10 minutes

4.30 p.m. to 5.00 p.m. Every 10 minutes

5.00 p.m. to 5.30 p.m. Every 10 minutes

5.30 p.m. to 6.00 p.m. Every 10 minutes

6.00 p.m. to 6.30 p.m. Every 10 minutes

6.30 p.m. to 7.00 p.m. Every 10 minutes

7.00 p.m. to 7.30 p.m. Every 10 minutes

7.30 p.m. to 8.00 p.m. Every 10 minutes

8.00 p.m. to 8.30 p.m. Every 10 minutes

8.30 p.m. to 9.00 p.m. Every 10 minutes

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE

"DRAESIDE."

A LARGE AND COMMODIOUS

RESIDENCE standing in its own

grounds, with Tennis Courts, Good Dining and

Reception Rooms, Large Airy and Well

Furnished Bedrooms, every home comfort. Fine

View of the Harbour, Terms moderate.

Apply to—Mrs. F. W. WATTS,

"Draeside," 20, Macdonnell Road

(Sale of "Tang Yuen").

Hongkong, 27th June, 1905. [43]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD,

Hongkong, 20th September 1906. [1751]

INTIMATIONS

LESSONS IN FRENCH & ENGLISH.

EXPERIENCED TEACHER gives Les-

sons in FRENCH and ENGLISH.

Apply—

OMEGA,

Care of "Daily Press" Office,

Hongkong, 11th October, 1906. [1804]

PURE FRESH WATER.

THE HONGKONG STEAM WATER

BOAT CO., LTD., is prepared to supply

any Quantity of PURE FRESH WATER

to the Shipping, both for Deck and

Boilers.

Call Flag—W.

J. W. KEW,

Manager,

Hotel Massena, 3rd Floor,

Hongkong, 8th August, 1905. [1712]

MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK"

A. A. B. C. and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet

Length on Blocks... 714 "

Width of Entrance on Top... 364 "

Width of Entrance on Bottom... 384 "

Water on Blocks at Spring Tide... 344 "

DOCK No. 1.

Extreme Length... 523 feet

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 61 "

DOCK No. 2.

Extreme Length... 571 feet

Length on Blocks... 561 "

Width of Entrance on Top... 96 "

Width of Entrance on Bottom... 83 "

Water on Blocks at Spring Tide... 82 "

PATENT SLIP.

Suitable for vessels up to 1,000

TONS.

LATEST PLANTS AND APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILERS; and also ELECTRICAL

WORK.

A LARGE STOCK OF MATERIAL is

always kept on hand.

THE COMPANY has the powerful steam

"OURA-MARU" (712 tons, 700 I.H.P.)

especially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

for service.

Short Notice. [1175]

Cunliffe, The Pioneer Experts.

Russell & Co.

10 & 12, Place de la Bourse,

SECURITIES ISSUED BY PARIS

European Govts and

Municipalities offering

prospective of immense returns.

TO BE PURCHASED FOR CASH OR ON THE

"Times" system of monthly payments.

CUNLIFFE, RUSSELL & CO., being the oldest estab-

lished firm of dealers in French Bonds in the

world, offer advantages absolutely un-

obtainable elsewhere. Bonds guaranteed

Exceptional facilities for payment. Numbers

checked after every drawing. Receipts drawn

up in English. Holders of drawn Bonds ad-

vised at once. Prices collected free of charge.

Bonds purchased at sight. Loans granted

on Premium Bonds. Services continue until

last day of term. All transactions confidential.

3556

MARTIN'S

APIOL & STEEL

For Ladies' PILLS

A French Remedy for all Irregularities. It

also cures a lot of other ailments. It is the

best of any French pills in the market. It

is sold in all the best drug stores. It is

entirely harmless. It is the best of any

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the best drug stores. It is entirely

harmless. It is the best of any French

pills in the market. It is sold in all

JAPAN.

(FROM OUR CORRESPONDENT)

TOKYO, October 4th.

CLEAR NO THE COMMERCIAL PATH.

The abrogation of the Sipingkai Protocol

concluded between the Japanese and Russian

military forces in Manchuria shortly after the

Portsmouth Treaty of Peace was signed, may

be regarded as an important step forward in the

path of commercial progress in Manchuria, but

more important, perhaps, as an indication of

the desire of Japan and Russia to carry out the

promises made in the Treaty of Portsmouth.

The fact that this convention existed seems

almost to have been forgotten by the world at

large, for the news of its abrogation appears to

have created such an impression that it has

already been telegraphed from Europe in a form

showing that the sender was under the belief

that some new treaty had been concluded

between the Russian and Japanese authorities

in Manchuria. The treaty, consisting only of

a few lines, was an example of what the public

in general, willy nilly, has to put up with when

militarism is rampant. It simply provided

that the entrance of outsiders into the

area within the disposition of both armies

being considered inconvenient, no person, except

the inhabitants of that locality, shall be allowed

to proceed from the district of one army to that

of the other without the mutual consent of the

military authorities. It is only fair to say that

Japan has shown herself ready to abolish these

restrictions—and give travellers free access to

the territory—for some time past, but Russia

has continued to enforce them. Now that this

barrier is broken down, however, it widens the

field of the commercial pioneer, though whether

merchants will be eager to seize the opportunity

is another matter. They may rest satisfied with

the knowledge that they now at least have the

right to go there if they wish.

THE SOUTH MANCHURIA ENTERPRISE.

The foreign investing public will follow with

unusual interest the development of the South

Manchuria Railway Company, whose shares

have now been subscribed for to exceed by

Japanese. Owing to the Chinese holding

aloof, all the capital will be Japanese. To begin

with, of the total capital of the company,

£2,000,000, the Japanese Government

subscribes one half in the form of the present

railways and mines in South Manchuria in the

possession of the Government. The value of

these properties is estimated at £1,000,000. The

other half will be issued in shares and debentures.

The present initial issue of shares, which are

already over-subscribed, amounts to £2,000,000

in 100,000 shares. It was never anticipated that

subscriptions would be large among the Chinese.

The Tatar General at Mukden states that

their intention is partly owing to lack of

capital and partly to the fear that the Chinese

will not be treated with justice by the Japanese

shareholders. He suggests that in order to

prevent the line from becoming entirely

Japanese the Central Government should take

a portion of the shares. It is unfortunate

that such a feeling should prevail among the

Chinese, but it is worth pointing out that the

Japanese Government originally proposed that

China take a share. There remains the sum

of £800,000 to be subscribed and the bulk

of this, it is hoped, will be taken up by foreign

capital in debentures, this being one of the

objects of Mr. Takahashi's present mission to

New York and London. When the idea

of the South Manchuria Railway Company

was first mooted it did not create much

enthusiasm among the rank and file of investors

in Japan but that is all changed now. The

result was only to be expected in an enterprise

of so national a character, part and parcel

of the Government's policy in Manchuria.

And yet the private citizen might well hesitate

to invest, except on patriotic grounds, for

SHIPPING.

ARRIVALS.
AUSTRALIAN. French str. 3,513 A. Barillon, 15th Oct. - Marseilles 16th Sept. and Saigon 12th Oct. - Mails and General - Messageries Maritimes.
CHINESE. British str. 2,021 A. Brown, 15th Oct. - Japan 10th Oct. - General - Butterfield & Swire.
DECEMBER. British str. 7,000 M. H. F. Jackson, 15th Oct. - Singapore 9th Oct. - General - Butterfield & Swire.
KAWACHI MARU. Japanese str. 3,782 H. Peterson, 15th Oct. - Shanghai 12th Oct. - General - Nippon Yusen Kaisha.
LOON SANG. British str. 1,992 A. G. Smith, 15th Oct. - Manila 12th Oct. - General - Jardine, Matheson & Co.
NARANG. British str. 2,731 P. H. Ralfe, 15th Oct. - Calcutta 20th Sept. and Straits 10th Oct. - General - Jardine, Matheson & Co.
OCEANIC. French str. 2,528 Compt. 15th Oct. - Shanghai 12th Oct. - Mails and General - Messageries Maritimes.
SOUTH AMERICA. British str. 2,701 J. Watson, 14th Oct. - Kiang 12th Oct. - General - Shaw, Tomes & Co.
TAIWAN. British str. 1,012 J. V. Martin, 13th Oct. - Saigon 8th Oct. - General - Chinese.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
 Oct. 15th.
Hainan. British str. for Swatow.
Hank. Norwegian str. for Bangkok.
Hongkong. German str. for Saigon.
Huikou. British str. for Tientsin.
Mann. Japanese str. for Swatow.
Oman. French str. for Europe.
Singapore. Dutch str. for Shanghai.
Taiwan. British str. for Moul.

DEPARTURES.
 Oct. 15th.
Kiang. Chinese str. for Shanghai.
Siem. Danish str. for Shanghai.
Yuen. Japanese str. for Surabaya.
 Oct. 16th.
Zaima. Japanese str. for Christmas Island.
Australien. French str. for Shanghai.
FRANKFURT. British str. for Shanghai.
KRISTENBERG. German str. for Hongkong.
JACOB DIERCKHOF. German str. for Hoikou.
KWANGTUNG. Chinese str. for Shanghai.
M. RICHARDS. German str. for Swatow.
PARLAT. German str. for Swatow.
SHANGHAI. British str. for Shanghai.
TIENTSIN. British str. for Shanghai.

SHIPPING REPORTS.
 The British str. Nanang reports. Fresh N.E. monsoon with moderate high sea.
 The British str. South America reports. Fresh N.E. wind, clear weather and high following sea.

VESSELS IN DOCK.
 Oct. 15th.
ABERNETHY. British str. for Swatow.
ABERNETHY. British str. for Swatow.
ABERNETHY. British str. for Swatow.
ABERNETHY. British str. for Swatow.
ABERNETHY. British str. for Swatow.

VESSELS ON THE BERTH.
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HAIKUN."
 Captain A. J. Robinson, will be despatched for the above Ports TO-DAY, the 16th inst. at 1 P.M.

For Freight or Passage, apply to
DOUGLAS LARSEN & Co.,
 General Managers.
 Hongkong, 15th October, 1906.

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DUBOUL, EGYPT, MARSSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

"OCEANIC."
 Captain Cowley, will be despatched for the above Ports on TUESDAY, the 16th October, at 1 P.M.
 This Steamer connects at Colombo with the Australian line, and bound for Marseilles via BOMBAY and Aden.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.

Next sailings will be as follows:
 S.S. "TOULON" ... 30th Oct.
 S.S. "AUSTRALIAN" ... 13th Nov.
 S.S. "TONKIN" ... 27th Nov.
 S.S. "EUREKA" ... 11th Dec.
 S.S. "CALEDONIAN" ... 25th Dec.
 G. DE CHAMPEAUX, Agent.
 Hongkong, 3rd October, 1906.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship.

"TRIESTE."
 Capt. Mistrorig, will be despatched for the above places on FRIDAY, the 19th inst. at 4 A.M.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 11th October, 1906.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.
 About 24th Nov.
"SHIMOSA" ...
"HAZEL" ...
 For Freight and further information, apply to
DODWELL & CO., LTD.,
 Agents.
 Hongkong, 14th Oct. 1906.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "a." nearest Hongkong "b." midway between Hongkong and Kowloon "c." and those vessels berthed at the Kowloon Wharf "d." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews, R.N.E.	P. & O. S. N. Co.	On 20th inst. at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	MANILA	Brit. str.	—	A. W. Anderson, R.N.E.	P. & O. S. N. Co.	About 24th inst.
LONDON & ANTWERP	MERIONETHSHIRE	Brit. str.	—	Cowley	SHAW, TOMES & CO.	On 15th Nov.
MARSEILLES, &c. VIA PORTS OF CALL	OCEANIC	French str.	—	Cowley	MESSAGERIES MARITIMES	About 20th inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	PRINCE LEOPOLD	Ger. str.	—	Peter	MELCHERS & CO.	On 24th inst. at Noon
BIEMEN, VIA PORTS OF CALL	SENEGAMBIA	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	To-day
HAVRE, ANTWERP & HAMBURG VIA STRAITS, &c.	HAMBURG	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 2nd Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	BRISGAVIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERIKA LINIE	On 16th Nov.
HAVRE & HAMBURG VIA STRAITS, &c.	SITHONIA	Ger. str.	k.w.	Craglietto	HAMBURG-AMERIKA LINIE	On 30th Nov.
TRIESTE, &c. VIA MANILA, &c.	PERIA	Aus. str.	—	Cowley	SANDER, WIELER & CO.	On 20th inst.
ODDESSA	PETHONIA	Rus. str.	—	Cowley	MELCHERS & CO.	About 10th Dec.
NEW YORK VIA PORTS & SUEZ CANAL	SOUTH AMERICA	Am. str.	—	Cowley	SHAW, TOMES & CO.	To-day
NEW YORK VIA PORTS & SUEZ CANAL	YEDDO	Brit. str.	—	Cowley	DODWELL & CO., LTD.	About 2nd Nov.
NEW YORK	TARTAR	Brit. str.	1 m.	Cowley	ARNHOLD, KARBURG & CO.	On 20th inst. at Noon
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	E. V. Roberts	CANADIAN PACIFIC R. CO.	On 25th inst. at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	KASATO MARU	Jap. str.	—	W. E. C. S. Filmer	DODWELL & CO., LTD.	On 24th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	CHINGTO	Brit. str.	1 m.	Helms	TOYO KISEN KAISHA	Middle of Dec.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	EMPEROR	Brit. str.	—	G. Wendig	BUTTERFIELD & SWIRE	To-morrow
AUSTRALIAN PORTS VIA MANILA	SANDAKAN	Brit. str.	—	G. W. Babot, R.N.E.	UBB, LIVINGSTON & CO.	On 27th inst. at Noon
AUSTRALIAN PORTS VIA MANILA	TAITIA	Brit. str.	1 m.	C. L. Daniel	MELCHERS & CO.	On 18th inst. at Noon
YOKOHAMA & KOBE	SEGOVIA	Ger. str.	k.w.	Brehmer	BUTTERFIELD & SWIRE	On 19th inst.
YOKOHAMA & KOBE	CEYLON	Brit. str.	—	J. H. Brown	HAMBURG-AMERIKA LINIE	On 20th inst.
KOBE & YOKOHAMA	TUBODAS	Dut. str.	—	H. Madsen	P. & O. S. N. Co.	About 16th inst.
SHANGHAI & CHINKIANG	TIENTSIN	Brit. str.	1 m.	A. J. Robinson	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	DELTA	Brit. str.	—	E. Forsyth	BUTTERFIELD & SWIRE	To-day
SHANGHAI, YOKOHAMA & KOBE	THIESTE	Aus. str.	—	A. J. Robinson	SANDER, WIELER & CO.	About 18th inst.
SHANGHAI, KOBE & YOKOHAMA	SITHONIA	Ger. str.	k.w.	H. Madsen	HAMBURG-AMERIKA LINIE	On 19th inst. A.M.
SHANGHAI	KURANG	Brit. str.	1 m.	A. C. Smith	BUTTERFIELD & SWIRE	On 20th inst.
SHANGHAI	YOHOW	Brit. str.	1 m.	R. Almond	BUTTERFIELD & SWIRE	On 24th inst.
SHANGHAI	RENNANIA	Ger. str.	k.w.	R. Rodger	HAMBURG-AMERIKA LINIE	On 1st Nov.
SHANGHAI	QUARTA	Ger. str.	—	J. Robinson	OSAKA SHOSHA KAISHA	To-morrow, at 10 A.M.
SHANGHAI	HAIMUN	Brit. str.	2 h.	P. H. Rolfe	DOUGLAS LARSEN & CO.	To-day, at 1 P.M.
SHANGHAI	HUICOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day
SHANGHAI	TAMING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day
SHANGHAI	LONGSANG	Brit. str.	—		JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
SHANGHAI	YONGSANG	Brit. str.	—		JARDINE, MATHESON & CO.	On 19th inst. at 4 P.M.
SHANGHAI	REBI	Brit. str.	—		SHAW, TOMES & CO.	On 19th inst. at 5 P.M.
SHANGHAI	ZAPIRO	Brit. str.	—		SHAW, TOMES & CO.	On 27th inst. at Noon
SHANGHAI	SUNGKIANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th inst.
SHANGHAI	LAISANG	Brit. str.	—		JARDINE, MATHESON & CO.	To-day, at 3 P.M.
SHANGHAI	NANSANG	Brit. str.	—		JARDINE, MATHESON & CO.	On 27th inst. at 3 P.M.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila via Amoy.	On 19th Oct. 5 P.M.
ZAFIRO	2540	R. Rodger	Manila.	On 27th Oct. Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 15th October, 1906.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

SS. "SOUTH AMERICA"	On 16th October.
SS. "BRAEMAR"	About 20th November.

For freight and further information apply to

SHEWAN TOMES & CO.,
 GENERAL AGENTS

Hongkong, 9th October, 1906.

HAMBURG-AMERIKA LINIE

PASSENGER SERVICE.

By the new steamers, "RENNANIA," "HAMBURG," "HOHENSTAUFEN," and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxuriant Passenger accommodation first-class. Cabins Amidsip, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardsess carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI).	1st November
RENNANIA	Capt. v. Hoff
HOHENSTAUFEN	Jaeger
SILESIA	Balle
SCANDIA	v. Doehren

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.	2nd November
HAMBURG	Capt. Filler
RENNANIA	v. Hoff
HOHENSTAUFEN	Jaeger
SILESIA	Balle
SCANDIA	v. Doehren
HAMBURG	Filler

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

SITHONIA	FOR SHANGHAI, KOBE & YOKOHAMA	19th October
SEGOVIA	FOR YOKOHAMA & KOBE	20th October
RENNANIA	FOR SHANGHAI, KOBE & YOKOHAMA	1st November
ANDALUSIA	FOR SHANGHAI, KOBE & YOKOHAMA	13th November

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.	16th October
SENIGAMBIA	FOR HAVRE, ANTWERP & HAMBURG
HAMBURG	FOR HAVRE & HAMBURG
BRISGAVIA	FOR HAVRE & HAMBURG
SITHONIA	FOR HAVRE & HAMBURG

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

Hongkong, 8th October, 1906.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, SCANDINAVIAN, RUSSIAN and GERMAN BALTIC PORTS	"NIKOBAR"	On or about 30th Oct.
ODESSA	"PETRONIA"	On or about 10th Dec.

For Further Particulars, apply to

MELCHERS & CO.,
 AGENTS.
 Hongkong, 16th October, 1906.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
*SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 16th Oct., 3 P.M.
*MANILA	"LOONGSANG"	Wednesday, 17th Oct., 4 P.M.
*MANILA	"YUENSANG"	Friday, 19th Oct., 4 P.M.
*SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 20th Oct., 3 P.M.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.
 Hongkong, 16th October, 1906.

NORTHERN PACIFIC LINE.

BOSTON S.S. CO. BOSTON TUGBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
SHAWMUT	9006	E. V. Roberts	On 24th October.
TREMONT	9006	T. P. Gerlick	On 20th November.

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to—
DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS.
 Hongkong, 2nd October, 1906.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. FLY MOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."
 Captain J. D. Andrews, R.N.E., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 20th October, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *Alouette*, 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valanches all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c. will be conveyed from Bombay by the R.M.S. *Marmora*, due in London on 1st December.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 8th October, 1906.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

TRIESTE AND TIENTSIN (DIRECT).

Calling at MANILA, SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"PERSIA."

Captain Craglietto, will be despatched as above on SATURDAY, the 20th inst.

This Steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight apply to

SANDER, WIELER & Co.,
 Agents.
 Hongkong, 3rd October, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE."

Captain Holmes, will be despatched for the above Ports on SATURDAY, 27th inst. at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardsess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 5th October, 1906.

THE AMERICAN & ORIENTAL LINE

FOR NEW YORK

(With Liberty to Call at the Malabar Coast).

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
KOBE AND YOKOHAMA	CEYLON Capt. G. W. Babot, R.N.R.	About 16th October	Freight and Passage.
SHANGHAI	DELTA Capt. C. L. Daniel	About 18th October	Freight and Passage.
LONDON, &c., via Usual Ports OF CALL	DELHI Capt. J. D. Andrews, R.N.R.	Non, 21st October	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MANILA Capt. A. W. Anderson, R.N.R.	About 24th October	Freight and Passage.

Hongkong, 11th October, 1906.

E. A. HEWETT,
Superintendent.

CHINA NAVIGATION CO. LIMITED.

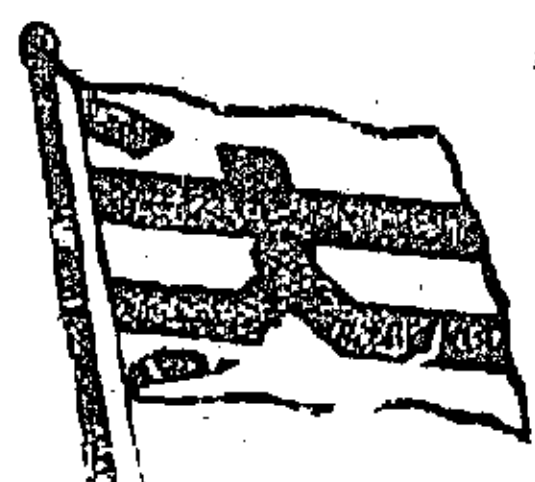
FOR	STEAMERS	TO SAIL
SWATOW, WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 16th October.
SHANGHAI and CHINKIANG	"TIENTSIN"	On 16th October.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 17th October.
CEBU and ILOILO	"SUNGKIANG"	On 18th October.
YOKOHAMA and KOBE	"TAIYUAN"	On 19th October.
SHANGHAI	"KAIKIANG"	On 20th October.
SHANGHAI	"YCHOOW"	On 24th October.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th October, 1906.

[1]



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAKAO via ANPING, SWATOW AND AMOY	"QUARTA" Capt. H. Madsen	WEDNESDAY, 17th Oct., at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and
are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office,
at Second Floor, No. 1, Queen's Buildings.

Hongkong, 14th October, 1906.

T. ARIMA, Manager.

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PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,560 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON
THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

TO MARSEILLES—£61 FIRST AND £42 SECOND SALOON,
TO LONDON—£65 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

[1899]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ LUDWIG	WEDNESDAY 19th Oct.
PRINZESS ALICE	WEDNESDAY 26th Nov.
ROON	WEDNESDAY 3rd Dec.
BUELOW	WEDNESDAY 19th Dec.
PRINZ REGENT LUITPOLD	WEDNESDAY 2nd Jan.
PRINZ EITEL FRIEDRICH	WEDNESDAY 16th Jan.
SEYDLITZ	WEDNESDAY 30th Jan.
PRINZ HEINRICH	WEDNESDAY 13th Feb.
GNEISENAU	WEDNESDAY 27th Feb.
PREUSSEN	WEDNESDAY 13th Feb.

ON WEDNESDAY, the 24th day of OCTOBER, 1906, at Noon the Steamship
"PRINZ LUDWIG," Captain von Binzer, with MALES, PASSENGERS, SPECIE
AND CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 22nd Oct. Cargo and
Specie will be received on Board until 5 p.m. on TUESDAY, the 23rd Oct., and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 23rd Oct.
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
When can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	£61 0 0	£42 0 0	£33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	£65 0 0	£44 0 0	£35 0 0

* TO NEW YORK VIA SUEZ
via NAPLES, GENOA OR GIBRALTAR ... return ... 115 0 0 ... 79 0 0 ... 47 0 0
via BREMEN OR SOUTHAMPTON ... return ... 123 0 0 ... 83 0 0 ... 49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, &c., to be at passengers
expense.

TOUR VIA INDIA:
Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERPRETATION OF THE VOYAGE IN EGYPT:
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMER	SAILING DATES
SANDAKAN	THURSDAY, 18th Oct.
WILHELMHAFEN	TUESDAY, 13th Nov.
PRINZ SIGISMUND	TUESDAY, 11th Dec.

ON THURSDAY, the 18th OCTOBER, at Noon, the Steamship "SANDAKAN,"
Captain G. Weidig, with Males, Passengers and Cargo, will leave this port as above.
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	\$50.00	\$30.00	\$20.00
TO BRISBANE	\$50.00	\$30.00	\$20.00
TO SYDNEY	\$50.00	\$30.00	\$20.00
TO MELBOURNE	\$50.00	\$30.00	\$20.00
TO YOKOHAMA	\$50.00	\$30.00	\$20.00
TO KOBE	\$50.00	\$30.00	\$20.00
TO YOKOHAMA and back from KOBE	\$140.00	\$100.00	\$70.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 297 0 0.
TO EUROPE VIA AUSTRALIA AND AMERICA ... 96 0 0.
From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & O.S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "ROON"	Wednesday, 24th Oct.
KOBE & YOKOHAMA, "WILLEHAD"	Wednesday, 24th Oct.
YOKOHAMA and KOBE, "BUELOW"	Wednesday, 24th Oct.
SHANGHAI, NAGASAKI, "BUELOW"	Wednesday, 24th Oct.

* Reaching Yokohama in less than six days.
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & O.S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates: 1st Class

To London via Plymouth or Southampton	£62 0 0.
To Bremen	£63 10 0.
To Paris via Cherbourg	£65 0 0.
To Naples, Genoa via Gibraltar	£65 9 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOHRS & CO., AGENTS.

CANADIAN PACIFIC RAILWAY.

COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULED SERVICE OF UNDER
11 DAYS ACROSS THE PACIFIC IN THE "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS	TELEPHONE	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	4425	...	SATURDAY, 20th Oct.	12th Nov.
"EMPERESS OF INDIA"	6000	...	THURSDAY, 25th Oct.	12th Nov.
"EMPERESS OF JAPAN"	3882	...	THURSDAY, 22nd Nov.	10th Dec.
"EMPERESS OF KOREA"	6000	...	WEDNESDAY, 28th Nov.	22nd Dec.
"EMPERESS OF SIBERIA"	6000	...	THURSDAY, 20th Dec.	7th Jan.
"EMPERESS OF AMERICA"	6163	...	WEDNESDAY, 26th Dec.	19th Jan.

"EMPERESS" Steamers will depart from HONGKONG at 4 p.m.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at Quebec with the Company's NEW "EMPERESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York £32.
Intermediate on Steamers ... £40, ... £42.

R.M.S. "EMPERESS," "TARTAR" and "ATHENIAN" carry Intermediate
passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Pender Street and Praya opposite Balaio Pier.

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Cutler, Palmer & Co.'s



SHIPPERS

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.

HONGKONG.

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SHIPPING IN PORT.

AKI MARU, Japanese str., 6,443, M. Yagi, 8th Oct.—Shanghai 3rd October, General Nippon Yusen Kaisha.	AMARA, British str., 1,561, F. J. Matlock, 12th Oct.—Manila 6th Oct., Ballast—Jardine, Matheson & Co.	AMERICA MARU, Japanese str., 3,460, Philip Goings, 14th October—San Francisco 14th Sept., General.—Toyo Kisen Kaisha.	BRYN TITIAN, French str., 934, G. Roulet, 3rd Oct.—Bangkok 25th Sept., Rice— Arnold, Karberg & Co.	BOURBON, French str., 991, La Bail, 29th September—Saigon 24th Sept., Rice— Chines.	CARSTOR, Norwegian str., 775, John Martin, 12th October—Laukat 2nd October, via Singapore 5th October, Koro one.—Geo. McElin.	CATHERINE APCAR, British str., 1,730, W. D. A. Thomas, 10th Oct.—Singapore 4th Oct., General.—David Sassoon & Co.	CEYLON, British str., 2,637, G. W. Babot, 12th Oct.—London 11th August, and Calcutta 29th September, Coals and General.—P. & O. S. N. Co.	CHILDAE, Norwegian str., 1,102, H. Nielsen, 1st Oct.—Bangkok 14th Sept., General— Nippon Yusen Kaisha.	CHOWAT, German str., 1,151, W. Mollerma, 15th Sept.—Bangkok 9th Sept., General— Butterfield & Swire.	DEVAYONGSE, German str., 1,262, T. V. Brink, 5th Sept.—Bangkok 27th Aug. and Hoihow 3rd Sept., Rice and Meat.—Norddeutscher Lloyd.	EMMA LUYKEN, German str., 1,159, G. Cornard, 16th July—Mauritius 22nd May, Sugar— Chines.	EMPERESS OF CHINA, British str., 3,046, R. Arnold, 23rd Sept.—Vancouver 4th Sept., Mail and General.—C. P. R. Co.	ESKASONI, British str., 1,479, W. McBurnie, 12th Oct.—Manila 13th Sept., Ballast— Order.	FRIEDRICH, Norwegian str., 80, H. A. Harald- sen, 14th Oct.—Amoy, Amoy and Swatow 13th Oct., General.—Osaka Shosen Kaisha	GENEVALECH, British str., 1,443, Kinghorn, 8th October—Singapore 29th September, Chines.	HAIMUN, British str., 635, A. J. Robson, 14th Oct.—Fochow 11th Oct., Amoy 12th and Swatow 13th, General.—Douglas Laprak & Co.	HANOI, French str., 739, P. Marles, 14th Oct.— Hoihow and Hoihow 14th Oct., General— A. E. Hart.	HAY, Norwegian str., 498, Ed. Olsen, 3rd Oct.— Moj 26th Sept. and Shimonski 28th, Coal—Asgard, Thoresen & Co.	HILARY, German str., 2,276, H. Uecker, 13th Sept.—Sourabaya 23rd August, Sugar— Sander, Wieler & Co.	HVE, French str., 705, J. Pannier, 11th Oct.— Haiphong, Pakhoi, Hoihow and Kwang- chow 14th Oct., General and Pig— A. E. Hart.	HUICHOW, British str., 1,217, E. Forsyth, 6th October—Tientsin via Ports 22nd Sept., General.—Butterfield & Swire.	JOHANN, German str., 952, Island, 14th Sept.— Swatow 14th Sept.—Johnson & Co.	KALCHUR, British str., 2,154, Walker, 2nd Aug.—Newcastle 11th July, Coal.—Arn- old, Karberg & Co.	KARIN, Swedish str., 693, G. Patterson, 12th October—Shanghai 5th October, Ballast— Asgard, Thoresen & Co.	KWANGSHAI, Chinese str., 1,536, John, 14th October—Shanghai 10th Oct., General— Chines.	LAISANE, British str., 3,460, P. M. H. Lake, 4th Oct.—Calcutta 19th Sept. and Straits 2nd, General.—Jardine, Matheson & Co.	LOVAL, German str., 1,237, F. Nafzias, 12th October—Bangkok 4th October, Rice— Sander, Wieler & Co.	MAVERIC, German str., 936, Tollner, 14th Oct.— Bangkok 6th Oct., Rice and Lumber— Butterfield & Swire.	MASAKI, Japanese str., 703, I. Sakurai, 11th Oct.—Tientsin 10th Oct., General— Osaka Shosen Kaisha.	MATHILDE, German str., 831, N. Schumann, 12th Oct.—Hoihow and Hoihow 12th October, General.—Johnson & Co.	MERAPI, Dutch str., 1,392, R. M. Uidal, 10th October—Singapore 1st October, Sugar— Chines.	MONTAGLE, British str., 3,393, S. Robinson, 11th Sept.—Vancouver 5th Aug., Flour, Lard and General.—C. P. R. Co.	NANSAN, British str., 1,290, A. Jones, 8th October—Saigon 2nd October, Rice— Bradley & Co.	NEIL MACDONALD, Amr str., 902, E. Corral, 19th June—Manila 16th June—Barroto & Co.	NORDES, Norwegian str., 1,197, W. Wilhelm- sen, 14th September—Probingo 2nd Sept., Sugar—Order.	N. S. DE ROSARIO, Amr str., 715, M. Lyons Blanco, 12th June—Manila 13th June— Barroto & Co.	ORPIL, British str., 2,206, G. Maddrell, 11th Oct.—Moj 5th Oct., Coal—Bradley & Co.	POWATAN, British str., 1,810, W. F. Turner, 18th Sept.—Samarang 31st Aug., Sugar— Dulwell & Co.	PREINZ WALDEMAR, German str., 1,736, G. Woltemas, 18th Sept.—Kobe 12th Sept., General.—Melchers & Co.	QUANTA, German str., 1,145, H. Madsen, 4th October—Sourabaya 23rd September, Sugar and General.—Sander, Wieler & Co.	RAJAHMUN, German str., 1,189, G. Kien, 13th Oct.—Bangkok via Swatow 4th Oct., Rice and Wood—Butterfield & Swire.	REIN, Norwegian str., 726, N. C. Mathison, 1st Oct.—Arao Bay 15th Sept., Petroleum— Asgard, Thoresen & Co.	RUTHERFORD, British str., 2,535, Burns, 10th October—Newcastle 19th Sept., Coal— Shewan, Tomes & Co.	SAMSEY, German str., 905, Fr. Bohveloch, 13th October—Bangkok 5th October, Rice— Butterfield & Swire.	SHANTHAN, British steamer, 1,060, James W. Scott, 1st October—Saigon 26th Sept., General.—Chines.	SKULL, Norwegian str., 947, Alaf Old, 6th Sept.—Sourabaya 25th August, Sugar— Asgard, Thoresen & Co.	SIGNAL, German str., 900, G. Schloicher, 16th Sept.—Pakhoi via Hoihow 12th September, Cow and General.—Johnson & Co.	SINOWAN, Dutch str., 1,207, Zaidrhoudt, 13th Oct.—Samarang 3rd Oct., Sugar— Chines.	SOROGON, American str., 428, Victoria, 7th Sept.—Manila 4th Sept., Ballast—Order.	TAMARA, British str., 1,530, W. Oatbridge, 12th October—Manila 9th Oct., General— Butterfield & Swire.	TARTAN, British str., 2,768, J. H. Davis, 13th Oct.—Vancouver 17th Sept., General— C. P. R. Co.	TATSU MARU, Japanese str., 1,918, Naganagi, 14th Oct.—Kobe 7th October, General— Chines.	TELEPHON, British str., 1,310, Williamson, 11th October—Saigon 7th October, Rice, Mail and General.—Chines.	TIPANAS, Dutch str., 5,000, A. Pander, 17th Oct.—Amoy 11th Oct., General—Java China-Japan Lijn.	TUSCARORA, British str., 3,925, F. S. Ho, head, 5th October—Bombay 19th S. Ballast—Sander Oil Co.	WANDSWORTH, British str., 2,098, D. Thomas, 12th October—Moj 7th October, Coals— Shewan, Tomes & Co.	WONGKOL, German str., 1,115, W. Reher, 10th October—Kohlschlag 2nd Oct., Rice and Mail—Butterfield & Swire.	Z. Y. DE ALDECOA, Amr str., 1,260, Xandaro Belauz, 15th June—Manila 12th June— Barroto & Co.
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